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REPORT OF THE TASK FORCE

HIGH SPEED POLICE PURSUITS

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REPORT OF THE TASK FORCE

HIGH SPEED POLICE PURSUITS

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REPORT OF THE TASK FORCE

HIGH SPEED POLICE PURSUITS

1. Introduction

On April 25, 1990, the Honourable R.S. (Dick) Fowler, Solicitor General of Alberta, established a task force to make recommendations concerning a policy for high speed police pursuits in Alberta.

The members of the task force and the organizations they represent are as follows:

E.D. Hahn, Chairperson	Director, Law Enforcement Division Alberta Solicitor General.
Terry Wauters	Chief of Police Lethbridge City Police Alberta Association of Police Chiefs.
Gary Folkerts	Chairman, Alberta Association of Municipal Police Commissions.
Sid Slade	Inspector, Traffic Division R.C.M.P.
Brian Jones	Staff Sergeant Edmonton Police Service Alberta Federation of Police Associations.
Robert Davie	Director, General Prosecutions Branch Alberta Attorney General.
Chris Blaus	Operational Planning Branch Metro Toronto Police Department.

2. Terms of Reference

The Solicitor General of Alberta outlined the terms of reference of the task force as:

- To conduct a review of the existing high speed pursuit policies for each Alberta provincial municipal police service and the R.C.M.P. to determine differences and similarities among the pursuit policies.

- To determine where an enhanced level of consistency may be achieved among the policies.

- To review recent policies developed in other jurisdictions to determine if elements of these policies are applicable in Alberta.

- To provide recommendations regarding a high speed pursuit policy which emphasizes public safety while providing police the ability to apprehend suspects of criminal activity. The recommendations will determine those factors which should be common to all high speed police pursuit policies while allowing flexibility to accommodate unique regional circumstances.

- to review the penalty for failing to stop for a peace officer and recommend whether the penalty should be increased and, if so, by how much.

3. Methodology

In order to ensure that all aspects of high speed pursuits were examined, policies of major police services in Alberta, Canada and the United States were reviewed. From this review the key policy items were identified (see attached) and incorporated into the guidelines of minimum standards and a draft policy developed by the task force.

4. Public Submissions

A decision was made by the task force to accept submissions from the public.

On June 5, 1990, the following advertisement appeared in all daily newspapers in Alberta:

Public Submissions Invited
HIGH SPEED POLICE PURSUITS IN ALBERTA

On April 25, 1990, the Solicitor General of Alberta established a Task Force to examine the present high speed police pursuit practices in Alberta and to make recommendations concerning such pursuits.

The Task Force is accepting written submissions from the general public. Further information, including a copy of the Task Force Terms of Reference, is available from:

Mr. E. Hahn, Task Force Chairman
c/o Law Enforcement Division
Alberta Solicitor General
10th Floor, John Brownlee Building
10365-97 Street
Edmonton, Alberta T5J 3W7

Telephone: (403) 427-3457
To call toll-free, consult your AGT
directory under Government of Alberta.

Written submissions will be accepted at the above address up to July 13, 1990.

Six responses were received, of which four called for a ban on high speed pursuits. Two submissions recognized the need for high speed pursuits, however, they recommended a number of restrictions.

In addition to the written submissions, Sheldon Chumir, M.L.A. representing Calgary Buffalo constituency, made a verbal presentation to the task force on May 31, 1990. He spoke on the following main points:

a) The need of a supervisor to take control of the pursuit and be responsible for the decision to terminate a pursuit.

b) The need for proper debriefing and reporting of the pursuit so that police officers learn from the pursuit.

c) The need for senior management to regularly review and maintain oversight and concern for pursuits, i.e., on agendas at meetings, statistics.

d) The need for enhanced training of police officers in this area.

Mr. Chumir provided a copy of a Report on Pursuit Driving Policy dated December 1981, completed by the Calgary Police Commission.

5. Guidelines and Policy

The first area addressed by the task force was the labels of "high speed chases" or "high speed police pursuit". Consensus was that these labels present negative pictures. To this end the task force decided to entitle the guidelines and policies "Motor Vehicle Pursuit".

The task force prepared Motor Vehicle Pursuit Guidelines of minimum standards to be included in all police forces' policies and procedures regulating motor vehicle pursuits so that police officers act lawfully and with reduced risk when engaging in a motor vehicle pursuit. The same guidelines are to apply to employers of special constables and, with the necessary changes, to the military police.

These guidelines balance the safety of the public while permitting police sufficient discretion in the use of force for the police purpose which flows from their mandate - maintenance of peace and good order, protection of life and property, and the apprehension of offenders.

Motor vehicle pursuits must be undertaken only when the police officer has reasonable and probable grounds to believe the seriousness of the offence and the necessity of immediate apprehension outweigh the level of danger created by the pursuit.

The guidelines outline a number of factors to consider when making a decision to initiate or discontinue a pursuit, as well as controlling factors which stipulate general restrictions and the responsibilities of all parties involved in the pursuit.

The controlling factors address the use of unmarked cars, weapons, roadblocks, spike belts, ramming and emergency equipment. Motor vehicle pursuits are restricted when an unauthorized person is in the police vehicle or when the driver of the pursued vehicle is known to be suicidal. The basic responsibilities of the primary unit, the secondary unit, the communications centre as well as the supervisor are outlined.

In addition to the minimum standard guidelines, the task force drafted a sample Motor Vehicle Pursuit Policy that police services could use as a guide when establishing policies and procedures.

This policy defines a motor vehicle pursuit, a primary unit, a secondary unit, and a supervisor. It provides a statement of principles, factors to consider when making a decision to initiate or discontinue a pursuit. Restrictions relating to non-police personnel, unmarked cars, firearms, ramming, number of vehicles, passing, roadblocks, and spike belts are included.

Pursuit procedures are outlined, ie., driving tactics, responsibilities of the primary unit, the secondary unit, the communications centre, and the supervisor.

The policy also provides for reports and investigations following a pursuit.

6. Military Police

The task force considered how the guidelines and policy would be applicable to military police. To this end, the Chairman of the Task Force met with Captain Carl Olsen, Canadian Forces Base Edmonton.

It was learned that military police policy is developed at National Defence Headquarters in Ottawa, however, it is the responsibility of each Base Commander to develop standing operating procedures to implement this policy. This allows for standing operating procedures which take into account provincial legislation and guidelines.

Guidelines that the Solicitor General of Alberta wants incorporated into military operating procedures should be forwarded to:

Director of Police Operations
National Defense Headquarters
Major General George R. Perkes Building
Ottawa, Ontario
K1A OK2
Attn. Lt. Col. Samford.

7. Penalties

The task force reviewed the offences and penalties in the Criminal Code and the Highway Traffic Act of Alberta relating to motor vehicle pursuits (See Section 5).

A. *The Criminal Code stipulates:*

Section 249. Every one commits an offence who operates

(1) a motor vehicle on a street, road, highway or other public place in a manner that is dangerous to the public, having regard to all the circumstances, including the nature, condition and use of that place and the amount of traffic that at the time is or might reasonably be expected to be on that place;

(2) Every one who commits an offence under subsection (1)

(a) is guilty of an indictable offence and liable to imprisonment for a term not exceeding five years, or

(b) is guilty of an offence punishable on summary conviction.

(3) Every one who commits an offence under subsection (1) and thereby causes bodily harm to any other person is guilty of an indictable offence and liable to imprisonment for a term not exceeding ten years.

(4) Every one who commits an offence under subsection (1) and thereby causes the death of any other person is guilty of an indictable offence and liable to imprisonment for a term not exceeding fourteen years.

The task force decided that the provisions of the Criminal Code were appropriate.

B. The Highway Traffic Act stipulates:

Section 69

Notwithstanding any speed limit prescribed by or pursuant to this or any other Act, no driver shall drive at any rate of speed that is unreasonable having regard to all the circumstances of the case, including without restricting the generality of the foregoing.

(a) the nature, condition and use of the highway,

(b) the atmospheric, weather or other conditions that might affect the visibility of the driver or the control of the vehicle,

(c) the amount of traffic there then is or that might reasonably be expected to be on the highway, and

(d) the mechanical condition of the vehicle or any equipment of the vehicle.

Section 119

A driver shall, immediately on being signalled or requested to stop by a peace officer in uniform, bring his vehicle to a stop and furnish any information respecting the driver or the vehicle that the peace officer requires and shall not start his vehicle until he is permitted to do so by the peace officer.

Section 123

A person who drives a vehicle on a highway

(a) without due care and attention, or

(b) without reasonable consideration for person using the highway, is guilty of the offence of driving carelessly.

Section 168

Any person who contravenes this Act or the regulations is guilty of an offence.

Section 169

(1) Except as otherwise provided in this Act, a person who is guilty of an offence under this Act or the regulations for which a penalty is not otherwise provided is liable to a fine of not more than $500 and in default of payment is liable to imprisonment for a term not exceeding 6 months or to imprisonment for a term not exceeding 6 months without the option of a fine.

(2) to (5) Repealed 1987 c25 s3.

(6) A person who is guilty of an offence under section 70, 71, 72, 108(5) or 123 is liable to a fine of not more than $1000 and in default of payment to imprisonment for a term of not more than 6 months or to imprisonment for a term of not more than 6 months without the option of a fine.

The task force considered that for penalties to act as a deterrent, the following factors must exist:

(1) Likelihood of being caught.

(2) Likelihood of being called to account.

(3) Significant penalty.

The task force members felt that a fine of less than $500 was too little to be considered a significant penalty and, therefore, would not be a deterrent. The upper level of fines provided for in the Highway Traffic Act of $1000 with a minimum of $500, was considered more likely to be a deterrent.

The swiftness and surety of administrative suspension of the offender's operator's licence, were considered to be the factors to hold the offender accountable for his actions.

Therefore, the administrative suspension of operators licences was believed to be the most effective deterrent to address the problem of failing to stop for a police officer. The task force recommended that provisions be made to allow for immediate administrative suspension of a driver's licence following a motor vehicle pursuit. The suspension should remain in effect until a review is conducted by the Driver Control Board.

Recommendations

1. That the Solicitor General issue the Motor Vehicle Pursuit Guidelines of minimum standards to all police services, employers of special constables, and military police.

2. That the minimum penalty for failing to stop for a police officer be increased to $500.00.

3. That provisions be made to allow for immediate administrative suspension of a driver's licence following a motor vehicle pursuit. This suspension should remain in effect until a review is conducted by the Driver Control Board.

ALBERTA SOLICITOR GENERAL

MOTOR VEHICLE PURSUIT GUIDELINES

I. Purpose

II. Definitions

III. Statement of Principles

IV. Factors to Consider

V. Controlling Factors:

- A. General
- B. Responsibilities of Primary Unit
- C. Responsibilities of Secondary Unit
- D. Responsibilities of the Communications Centre
- E. Responsibilities of Supervisor
- F. Termination of the Pursuit
- G. Follow-up

ALBERTA SOLICITOR GENERAL -

MOTOR VEHICLE PURSUIT GUIDELINES

I. PURPOSE

The purpose of these guidelines is to provide minimum standards regulating motor vehicle pursuits so that police officers act lawfully and with reduced risk when engaging in a motor vehicle pursuit. These guidelines will apply to all police services, special constable employers and military police.

II. DEFINITIONS

A. Motor Vehicle Pursuit

- A motor vehicle pursuit occurs when a police officer attempts to stop a vehicle when the driver is aware of this attempt and refuses to obey the officer, following which the officer pursues for the purpose of stopping the vehicle, or identifying the vehicle.

B. Primary Unit

- Generally the police unit which initiates the pursuit, but in all cases, the unit in closest proximity to the fleeing vehicle.

C. Secondary Unit

- The police unit which trails the primary pursuit unit at a safe distance and which is immediately available to assume the primary role or to assist the primary unit in the event the fleeing vehicle stops.

D. Supervisor

- A person of promoted rank or a person in authority. Where more than one jurisdiction is involved, the responsible supervisor is the supervisor in the jurisdiction where the pursuit is ongoing.

III. STATEMENT OF PRINCIPLES

Motor vehicle pursuits must be conducted in a lawful manner and policy and procedures should not detract from the police responsibilities to:

- protect the lives and property of citizens;
- preserve peace and good order;
- prevent crime;
- apprehend offenders.

Motor vehicle police pursuits must be undertaken only when the police officer has reasonable and probable grounds to believe the seriousness of the offence and the necessity of immediate apprehension outweigh the level of danger created by the pursuit. Public safety is the paramount consideration in any decision to initiate, to continue, or to terminate a motor vehicle pursuit.

IV. FACTORS TO CONSIDER

In making a decision to initiate, continue or discontinue a vehicle pursuit, a police officer, supervisor or authorized person must continually assess the following factors and their effect on the outcome of the pursuit and public safety:

- seriousness of the offence.
- road and weather conditions.
- volume of vehicular and pedestrian traffic.
- area: residential, commercial, rural.
- driver and vehicle ability (of pursued vehicle and police vehicle).
- the availability of other methods of apprehension.
- the presence in the police vehicle of unauthorized persons.
- the length of time and distance involved in the pursuit.
- a licence number has been obtained, and run through CPIC.
- the offender is otherwise known or can be identified.
- the presence of passengers in the pursued vehicle who are not suspects.
- the driver of the pursued vehicle is known to be suicidal.

V. CONTROLLING FACTORS

A. General

1. A police unit shall not become involved in a pursuit when persons not connected with the police or otherwise approved by the Chief of Police are in the police vehicle.

2. Unmarked vehicles shall not be used except where a marked car is not immediately available and apprehension is required. Unmarked vehicles shall relinquish pursuit to a marked vehicle as soon as the marked vehicle is in a position to assume the pursuit.

3. Police officers shall not shoot at a moving vehicle unless there is an immediate need to protect the life of a person.

4. A police officer shall not use a vehicle to ram or force a suspect vehicle off the roadway unless:

   - no lesser means is possible;
   - the occupants of the vehicle have committed a serious offence, and
   - the public will be seriously endangered if the vehicle is not stopped.

5. No more than two police vehicles shall be involved in a pursuit. Members in other units shall stay clear of the pursuit and off the pursuit route, however, they shall remain alert to assist if required.

6. There shall be no attempt by the secondary unit to pass the primary unit unless such action is requested by the primary unit or supervisor.

7. Roadblocks shall only be used:

- to prevent the escape of a person who may be lawfully arrested for a serious criminal offence;
- to prevent a reasonable foreseeable threat of death or grievous harm to any person; and
- if the roadblock will not endanger the lives or safety of other persons.

8. Spike belts shall not be used to stop vehicles with less than four wheels for reasons of safety. Prior to using a spike belt, consideration shall be given to the area and volume of traffic (vehicular and pedestrian).

9. Emergency Equipment shall be used when engaged in a pursuit.

10. A motor vehicle pursuit must be controlled by a supervisor or a person in authority.

11. Should the police officer have reasonable and probable grounds to believe the driver of the pursued vehicle is suicidal, he shall consider terminating the pursuit and engaging an alternative solution.

B. Responsibility of the Primary Unit

1. The senior member of the primary unit shall be responsible for controlling the pursuit tactics until the supervisor is available.

2. Individual responsibility for actions of a pursuit rest with the primary unit unless directed otherwise by a supervisor. The member shall:

(a) continuously re-evaluate the hazards of the pursuit situation,
(b) utilize all available law enforcement resources for assistance.

C. Responsibility of the Secondary Unit

1. When available, a secondary unit shall be involved in a pursuit.

2. The secondary unit shall maintain a safe distance from the primary unit, but be closeenough to render assistance.

3. Should the primary pursuit unit become disabled, the secondary unit shall become the primary unit and assume all responsibilities including the control of the pursuit in the absence of the supervisor.

D. Responsibilities of the Communications Centre

1. The Communications Centre shall:

   - Receive and record all incoming information on the pursuit and the pursued vehicle.
   - Immediately notify the appropriate supervisor.
   - Clear radio channel of any unnecessary traffic and advise all other units that a pursuit is in progress, providing all relevant information.
   - Designate a secondary unit, if required by primary unit.
   - Perform relevant record and motor vehicle checks.
   - Control all radio communications during the pursuit.
   - Coordinate assistance under the direction of the appropriate supervisor.

E. Responsibility of the Supervisor

1. As soon as a supervisor or authorized person has been notified of a pursuit by the Communications Centre, that person shall:

   - Assume decision-making control of the pursuit.
   - Monitor the progress of the pursuit to ensure compliance with policy.
   - Order alternative tactics when needed.
   - Order discontinuation of the pursuit if time, distance, road traffic conditions, or other circumstances warrant.
   - Conduct a follow-up review of procedures.

F. Termination of the Pursuit

1. A motor vehicle pursuit shall be terminated under any of the following circumstances:

   - There is a clear and unreasonable danger to the officers and other users of the road created by the pursuit that outweighs the necessity for immediate apprehension.
   - The suspect's identity has been established and later apprehension can be accomplished, without jeopordizing public safety.

- The prevailing traffic, (vehicular and pedestrian)
roadway and weather conditions indicate the futility of continued pursuit.

G. Follow up

1. As a follow up to the pursuit, the supervisor shall ensure the procedures and tactics used in the pursuit are checked against the policy.

2. Records shall be retained in a manner suitable for research purposes.

TASK FORCE

HIGH SPEED POLICE PURSUITS

PENALTIES

OFFENCES AND PUNISHMENTS

A. CRIMINAL CODE

Section 249.(1) Every one commits an offence who operates

(a) a motor vehicle on a street, road, highway or other public place in a manner that is dangerous to the public, having regard to all the circumstances, including the nature, condition and use of that place and the amount of traffic that at the time is or might reasonably be expected to be on that place;

(b) a vessel or any water skis, surf-board, water sled or other towed object on or over any of the internal waters of Canada or the territorial sea of Canada, in a manner that is dangerous to the public, having regard to all the circumstances, including the nature and condition of those waters or sea and the use that at the time is or might reasonably be expected to be made of those waters or sea; or

(c) an aircraft in a manner that is dangerous to the public, having regard to all the circumstances, including the nature and condition of that aircraft or the place or air space in or through which the aircraft is operated.

(2) Every one who commits an offence under subsection (1)

(a) is guilty of an indictable offence and liable to imprisonment for a term not exceeding five years; or

(b) is guilty of an offence punishable on summary conviction.

(3) Every one who commits an offence under subsection (1) and thereby causes bodily harm to any other person is guilty of an indictable offence and liable to imprisonment for a term not exceeding ten years.

(4) Every one who commits an offence under subsection (1) and thereby causes the death of any other person is guilty of an indictable offence and liable to imprisonment for a term not exceeding fourteen years. R.S.C. 1985, c.27 (1st Supp.), s.36.

B. HIGHWAY TRAFFIC ACT

1. Powers of Peace Officer

Section 119 A driver shall, immediately on being signalled or requested to stop by a peace officer in uniform, bring his vehicle to a stop and furnish any information respecting the driver or the vehicle that the peace officer requires and shall not start his vehicle until he is permitted to do so by the peace officer.

2. Speed

Section 69 Notwithstanding any speed limit prescribed by or pursuant to this or any other Act, no driver shall drive at any rate of speed that is unreasonable having regard to all the circumstances of the case, including without restricting the generality of the foregoing.

(a) the nature, condition and use of the highway,

(b) the atmospheric, weather or other conditions that might affect the visibility of the driver or the control of the vehicle,

(c) the amount of traffic there then is or that might reasonably be expected to be on the highway, and

(d) the mechanical condition of the vehicle or any equipment of the vehicle.

Section 70(1) Except where a higher rate of speed is prescribed pursuant to section 5, no person shall drive on a primary highway outside an urban area at a greater rate of speed than 100 kilometres per hour.

3. Careless Driving, Racing, Stunting

Section 123 A person who drives a vehicle on a highway

(a) without due care and attention, or

(b) without reasonable consideration for person using the highway, is guilty of the offence of driving carelessly.

Section 124(1) No person shall drive a vehicle on a highway in a race or on a bet or wager.

(2) Subsection (1) does not apply to a bicycle race that is authorized by the Minister.

Section 125(1) No person, whether as a pedestrian, passenger or driver and whether or not with the use or aid of any animal, vehicle or other thing, shall perform or engage in any stunt or other activity on a highway that is likely to distract, startle or interfere with other users of the highway.

(2) No person shall create or cause the emission of any loud and unnecessary noise from a motor vehicle, any part of it, or any thing or substance that the motor vehicle or a part of it comes into contact with.

4. Prosecutions

Section 168 Any person who contravenes this Act or the regulations is guilty of an offence.

Section 169(1) Except as otherwise provided in this Act, a person who is guilty of an offence under this Act or the regulations for which a penalty is not otherwise provided is liable to a fine of not more than $500 and in default of payment is liable to imprisonment for a term not exceeding 6 months or to imprisonment for a term not exceeding 6 months without the option of a fine.

(2) to (5) Repealed 1987 c25 s3.

(6) A person who is guilty of an offence under section 70, 71, 72, 108(5) or 123 is liable to a fine of not more than $1000 and in default of payment to imprisonment for a term of not more than 6 months or to imprisonment for a term of not more than 6 months without the option of a fine.

(6.1) Repealed 1988 cP-21.5 s47.

(7) A person who is guilty of an offence under section 132 is liable to a fine of not more than $100.

(8) A person who is guilty of an offence under section 139 is liable to a fine of not more than $1000.

MOTOR VEHICLE PURSUIT GUIDELINES

Alberta
SOLICITOR GENERAL

ALBERTA SOLICITOR GENERAL

MOTOR VEHICLE PURSUIT GUIDELINES

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- F. Termination of the Pursuit
- G. Follow-up

October 1990

ALBERTA SOLICITOR GENERAL -

MOTOR VEHICLE PURSUIT GUIDELINES

I. PURPOSE

The purpose of these guidelines is to provide minimum standards regulating motor vehicle pursuits so that police officers act lawfully and with reduced risk when engaging in a motor vehicle pursuit. These guidelines will apply to all police services, special constable employers and military police.

II. DEFINITIONS

A. Motor Vehicle Pursuit

- A motor vehicle pursuit occurs when a police officer attempts to stop a vehicle when the driver is aware of this attempt and refuses to obey the officer, following which the officer pursues for the purpose of stopping the vehicle, or identifying the vehicle.

B. Primary Unit

- Generally the police unit which initiates the pursuit, but in all cases, the unit in closest proximity to the fleeing vehicle.

C. Secondary Unit

- The police unit which trails the primary pursuit unit at a safe distance and which is immediately available to assume the primary role or to assist the primary unit in the event the fleeing vehicle stops.

D. Supervisor

- A person of promoted rank or a person in authority. Where more than one jurisdiction is involved, the responsible supervisor is the supervisor in the jurisdiction where the pursuit is ongoing.

III. STATEMENT OF PRINCIPLES

Motor vehicle pursuits must be conducted in a lawful manner and policy and procedures should not detract from the police responsibilities to:

- protect the lives and property of citizens;
- preserve peace and good order;
- prevent crime; and
- apprehend offenders.

Motor vehicle police pursuits must be undertaken only when the police officer has reasonable and probable grounds to believe the seriousness of the offence and the necessity of immediate apprehension outweigh the level of danger created by the pursuit. Public safety is the paramount consideration in any decision to initiate, to continue, or to terminate a motor vehicle pursuit.

IV. FACTORS TO CONSIDER

In making a decision to initiate, continue or discontinue a vehicle pursuit, a police officer, supervisor or authorized person must continually assess the following factors and their effect on the outcome of the pursuit and public safety:

- seriousness of the offence
- road and weather conditions
- volume of vehicular and pedestrian traffic
- area: residential, commercial, rural
- driver and vehicle ability (of pursued vehicle and police vehicle)
- the availability of other methods of apprehension
- the presence in the police vehicle of unauthorized persons
- the length of time and distance involved in the pursuit
- a licence number has been obtained and run through CPIC
- the offender is otherwise known or can be identified
- the presence of passengers in the pursued vehicle who are not suspects
- the driver of the pursued vehicle is known to be suicidal

V. CONTROLLING FACTORS

A. General

1. A police unit shall not become involved in a pursuit when persons not connected with the police or otherwise approved by the Chief of Police are in the police vehicle.

2. Unmarked vehicles shall not be used except where a marked car is not immediately available and apprehension is required. Unmarked vehicles shall relinquish pursuit to a marked vehicle as soon as the marked vehicle is in a position to assume the pursuit.

3. Police officers shall not shoot at a moving vehicle unless there is an immediate need to protect the life of a person.

4. A police officer shall not use a vehicle to ram or force a suspect vehicle off the roadway unless:

   - no lesser means is possible;
   - the occupants of the vehicle have committed a serious offence; and
   - the public will be seriously endangered if the vehicle is not stopped.

5. No more than two police vehicles shall be involved in a pursuit. Members in other units shall stay clear of the pursuit and off the pursuit route, however, they shall remain alert to assist if required.

6. There shall be no attempt by the secondary unit to pass the primary unit unless such action is requested by the primary unit or supervisor.

7. Roadblocks shall only be used:

   - to prevent the escape of a person who may be lawfully arrested for a serious criminal offence;
   - to prevent a reasonable foreseeable threat of death or grievous harm to any person; and
   - if the roadblock will not endanger the lives or safety of other persons.

8. Spike belts shall not be used to stop vehicles with less than four wheels for reasons of safety. Prior to using a spike belt, consideration shall be given to the area and volume of traffic (vehicular and pedestrian).

9. Emergency equipment shall be used when engaged in a pursuit.

10. A motor vehicle pursuit must be controlled by a supervisor or a person in authority.

11. Should the police officer have reasonable and probable grounds to believe the driver of the pursued vehicle is suicidal, he shall consider terminating the pursuit and engaging an alternative solution.

B. Responsibility of the Primary Unit

1. The senior member of the primary unit shall be responsible for controlling the pursuit tactics until the supervisor is available.

2. Individual responsibility for actions of a pursuit rest with the primary unit unless directed otherwise by a supervisor. The member shall:

   (a) continuously re-evaluate the hazards of the pursuit situation; and
   (b) utilize all available law enforcement resources for assistance.

C. Responsibility of the Secondary Unit

1. When available, a secondary unit shall be involved in a pursuit.

2. The secondary unit shall maintain a safe distance from the primary unit, but be close enough to render assistance.

3. Should the primary pursuit unit become disabled, the secondary unit shall become the primary unit and assume all responsibilities including the control of the pursuit in the absence of the supervisor.

D. Responsibilities of the Communications Centre

1. The Communications Centre shall:

   - Receive and record all incoming information on the pursuit and the pursued vehicle.
   - Immediately notify the appropriate supervisor.
   - Clear radio channel of any unnecessary traffic and advise all other units that a pursuit is in progress, providing all relevant information.
   - Designate a secondary unit, if required by primary unit.
   - Perform relevant record and motor vehicle checks.
   - Control all radio communications during the pursuit.
   - Coordinate assistance under the direction of the appropriate supervisor.

E. Responsibility of the Supervisor

1. As soon as a supervisor or authorized person has been notified of a pursuit by the Communications Centre, that person shall:

   - Assume decision-making control of the pursuit.
   - Monitor the progress of the pursuit to ensure compliance with policy.
   - Order alternative tactics when needed.
   - Order discontinuation of the pursuit if time, distance, road traffic conditions, or other circumstances warrant.
   - Conduct a follow-up review of procedures.

F. Termination of the Pursuit

1. A motor vehicle pursuit shall be terminated under any of the following circumstances:

   - There is a clear and unreasonable danger to the officers and other users of the road created by the pursuit that outweighs the necessity for immediate apprehension.
   - The suspect's identity has been established and later apprehension can be accomplished, without jeopardizing public safety.

- The prevailing traffic (vehicular and pedestrian), roadway and weather conditions indicate the futility of continued pursuit.

G. Follow-up

1. As a follow-up to the pursuit, the supervisor shall ensure the procedures and tactics used in the pursuit are checked against the policy.

2. Records shall be retained in a manner suitable for research purposes.